

# **QUEENSWAY BAY PLANNED DEVELOPMENT PLAN (PD-21)**

**Ordinance History: C-6356, 1987; C-7721, 2000; C-7757, 2001; C-7829, 2002**

## **I. INTENT OF THE PLAN**

The intent of the Queensway Bay Planned Development Plan is to provide a framework to guide and control development in the Queensway Bay area of the Long Beach Harbor Department, in conformance with the Queensway Bay Waterfront Development Plan, in order to create a visitor-serving destination for recreational and commercial users. As such, the area will enhance Downtown Long Beach as a major international business, convention and tourist center and the Port of Long Beach as a major international harbor.

Such an area will be consistent with the intent of the Legislative grants of tide and submerged lands to the City of Long Beach and with the Port's Master Plan. Such an area will be characterized by an attractively integrated waterfront development; improved access to the shoreline; a harmonious association of entertainment, hotel, display, maritime business, commercial and recreational facilities; a coordinated and phased provision of public and private improvements; a transition in uses between downtown Long Beach and the Port; and sensitive enhancement of the unique Queen Mary facilities. To achieve this, the plan provides a flexible planning mechanism that allows mixed-use development to be built incrementally over time. In reviewing and approving site plans and parcel maps for the development of the area, the City Planning Commission shall be guided by the goals and policies of the Queensway Bay Waterfront Development Plan and the General Development and Use Standards specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the development and use standards and is consistent with the overall intent of this ordinance.

## **II. GENERAL DEVELOPMENT AND USE STANDARDS**

### **A. Use.**

1. Land uses shall be consistent with the intent of the Queensway Bay Waterfront Development Plan, of the Legislative grants of tide and submerged lands to the City of Long Beach, and the Port's Master Plan. The Queen Mary Events Park and South Shore Launch Ramp.

### **B. Access.**

1. Primary vehicular access shall be from/to the Long Beach Freeway, Ocean Boulevard and Magnolia Avenue/Queensway Bridge by way of Harbor Scenic Drive. Harbor Scenic Drive will be improved as necessary to maintain an adequate level of service. Site-specific traffic circulation studies are required to be submitted with each development site plan.

Pedestrian and vehicular circulation shall be separated wherever feasible. Pedestrian walkways shall not cross major vehicle access ways on grade except at controlled intersections. Major activity centers within each subarea shall be designed to create pedestrian scale environments.

2. Pedestrian access to and along the water's edge shall be provided throughout the area from Anaheim Street to the southeast tip of Pier J, except where necessary to control access for security or management of a use. Small portions of the water's edge may be subject to controlled public access, provided that continuous pedestrian access is provided around the secured area.
3. Seating, trash receptacles, shading drinking fountains and view sites shall be provided by the development at convenient intervals within all public pedestrian areas.
4. View corridors identified in Map 2 shall be protected.

C. Building Design Standards.

1. Building scale, massing, exterior design style and facade shall be appropriate for the area, and shall reflect a harmonious relationship with the Queen Mary in terms of view orientation, building size and design. The general urban design concept for the area is to create a bowl-like design with lower buildings along the waterfront and higher buildings further inland.
2. Rooftop improvements. Roofs of low-rise buildings shall be attractively treated for views from higher buildings. Mechanical equipment shall be screened from public view at grade. Developments are encouraged to provide rooftop public view areas, restaurants and gardens whenever practical.

D. Parking

1. Minimum number of spaces:
  - a. Hotel uses - one parking space per hotel guest room, with no additional parking for ancillary facilities; or 0.75 spaces per hotel guest room plus parking calculated separately for banquet rooms, meeting rooms, restaurants and gift shops, whichever is greater;
  - b. Retail and permanent and semi-permanent display uses - four parking spaces per one thousand square feet of gross floor area (GFA);

- c. Restaurants - ten parking spaces per one thousand feet of indoor dining area, twenty-five per one thousand square feet of tavern or waiting area;
- d. Office use - four parking spaces per one thousand square feet of Gross Usable Floor Area (GUFA); up to twenty thousand square feet of GUFA; plus two per one thousand square feet GUFA for GUFA more that twenty thousand square feet;
- e. Display and exhibit areas for public assembly (other than long-term display) - Ten spaces per one thousand square feet GFA;
- f. Theaters, banquet rooms, ballrooms and similar uses - One parking space for each 3.3 fixed seats or twenty spaces per one thousand square feet, whichever is greater; (The foyer or prefunction areas associated with such uses shall not be included in calculation of use area.)
- g. Harbor cruise or other cruise, excursion or charter boats (not including water taxis) - One space per 3.3 passenger seats. However, for cruises or excursions with multiple stops, where new passengers may board at multiple stops, the required parking shall be split between the boarding points based upon estimated boarding's or studies of actual use (if available). No parking is required for water taxis;
- h. Whenever feasible, the use of shared parking facilities is encouraged. Office building parking shall be available for public use on weekends, evenings and holidays. Credit against the minimum required parking for shared use or shared parking shall not exceed the percentages in the following table:

	<u>% of Spaces Required For:</u>			
Shared With	Hotel	Restaurant	Ballroom / Banquet	Attraction
Office or Retail Use	55%	30%	5%	30%

Shared use credit will be allowed up to the maximum percentage of required parking as shown in the table.

For example, on a week day, 55% of the parking required for the hotel would normally be available for either office or retail use.

- i. Shared use credits to required parking (weekends, evenings, and holidays). Up to 90% of the office parking may be used for hotel, restaurants, banquet, ballroom and attraction uses on weekends, evenings and holidays;
  - j. Other uses - As per Zoning Regulations applicable outside of Planned Development Area.
2. Parking space characteristics:
- a. Standard size - Nine foot by nineteen foot accessed by a twenty-four foot turning radius;
  - b. Standard size - employee low turnover. Eight and one-half foot by nineteen foot accessed by a twenty-five foot turning radius;
  - c. Small size - Eight foot by fifteen foot accessed by a twenty-one foot turning radius. Smaller sized spaces may be used for up to forty percent of the required spaces;
  - d. Tandem spaces - Tandem spaces may be used for all hotel or restaurant spaces with valet parking. Office valet parking arrangements are also permitted, as are non-valet tandem spaces assigned as employee parking;
  - e. Diagonal parking shall be permitted and comparable parking space and aisle width standards shall apply as specified in Appendix A.
3. Parking structures:

The visible edges (exterior facades) of all parking structures shall be visually attractive through choice of materials, landscaping, terracing, and/or facing those edges with other use. Parking structure interior spaces shall be attractive and shall define and articulate auto arrival and pedestrian entrance to buildings. Parking structures shall also function as a visual and physical connection to the lower level of buildings where feasible. No parking structure shall exceed five stories (six parking levels) above the main pedestrian grade. Terracing of parking structures, overhanging plants along edges and rooftop gardens are encouraged in conjunction with permitted open rooftop parking.

E. Landscaping.

The area shall be attractively landscaped. Where development of the water's edge is a "waterside promenade", a hard surface design is appropriate. Each subarea shall have an explicit landscape theme supportive of the architecture and all landscaping shall implement that theme.

F. Off site Infrastructure and improvements.

All development approved subsequent to the adoption of this ordinance within the Planned Development area shall be required to share in the cost to the City for improving off-site roadways and intersections which are negatively impacted by traffic generated by such development, if a cost-sharing participation formula is developed by the City on an area-wide basis, and adopted by City Council by ordinance. Projects approved subsequent to the adoption of this Planned Development ordinance, but prior to adoption of an area-wide cost-sharing ordinance, shall be required to participate in the cost sharing.

G. Site Plan Approval - New Projects.

Site plan approval shall be required prior to approval for construction permits as specified in Long Beach Municipal Code Section 21.15.070. Site Plan approval shall be by means of Site Plan Review by the City Planning Commission as specified in Long Beach Municipal Code Section 21.63. An updated Master site Plan for full development of the subarea shall be submitted with each request for approval.

### III. SPECIFIC DEVELOPMENT AND USE STANDARDS

**Subarea 1.** Anaheim Street Bridge to intersection of Harbor Scenic Drive and Queensway Drive.

A. Permitted Uses.

1. Outdoor recreation.

**Subarea 2.** Intersection of Harbor Scenic Drive and Queensway Drive to end of Queensway Hilton lease. This subarea, with the existing Queensway Hilton, shall continue to be developed with a resort hotel complex. Building design and use shall continue to enhance this design theme.

A. Permitted Uses.

1. Hotels and motels, not to exceed five hundred and fifty guest rooms; (Additional rooms may be approved by the Planning Commission provided that the intent of a low-intensity amenity-oriented resort setting is maintained);
2. Restaurants, cocktail lounges, dinner-dancing facilities with related entertainment;
3. Banquet and meeting facilities not to exceed fifty-five thousand square feet or one hundred square feet per guest room, which ever is less.

4. Retail shop;
5. Accessory uses: Off-street parking and such other services and facilities related to and necessary or convenient to the use, maintenance and operation of the hotels and other permitted visitor-serving facilities;
6. Office use: Executive office space for rental to tenants other than hotel or restaurant operations, provided that the total space GUFA devoted to such use shall not exceed five percent of the total space of all buildings constructed in the subarea;
7. Transient mooring: Landside facilities related to and necessary or convenient to wharfs, floats and related structures to be used for embarking and disembarking of passengers on sightseeing excursion boats and water taxis, or on transient yachts and other vessels;
8. Water taxi stop: Space shall be reserved for a water taxi stop. Designation of the water taxi stop location shall be shown on all development plans.
9. Helistop: A helistop may be provided to transport employees or visitors to and from Queensway Bay. The site may not be used as a heliport for transportation on trips not related to Queensway Bay as a destination. A helistop location shall not be allowed in this subarea as long as similar facility is operational in another subarea of this Planned Development. This shall not limit emergency only use and facilities.

**B. Prohibited Uses - Transportation Terminals.**

Landside facilities for docking, loading and unloading of passengers, landing pads, parking areas, ticket booths, lounges and waiting rooms for common carrier or commercial transportation facilities, except as listed as permitted uses.

**C. Access.**

1. Vehicle access shall be from Harbor Scenic Drive, Queen's Highway and any necessary frontage roads to the satisfaction of the Executive Director of the Harbor Department or as specified in agreements with the Board of Harbor Commissioners, as applicable.
2. Pedestrian - Continuous water's edge walkway, not less than fifteen feet wide, from north to south end of site.

D. Building Design.

The design of the facility shall be that of a resort hotel complex with buildings set in a lush, open, park-like setting, oriented to the waterfront and containing extensive recreational amenities.

1. Site locations. Due to the long and narrow shape of the site, buildings shall be placed linearly along the pedestrian walkway along the water's edge. Such buildings shall not present a continuous building wall along this walkway for any individual building. Buildings should be amply spaced to allow the waterfront amenity to enter into the interior of the site and to allow significant views through the site. The sum of building widths along the walkway shall not exceed forty percent of the length of the walkway in the subarea.
2. Height. Building heights in Subarea 2 shall not exceed one hundred feet, including all rooftop parapets, and stair, elevator and equipment penthouses.
3. Setbacks.
  - a. Waterfront. All buildings shall be set back twenty feet from the edge of the pedestrian walkway. Buildings may encroach into this setback to the property line provided that:
    - 1) The average setback of the nearest facade of the building to the walkway shall be not less than twenty feet; and
    - 2) All encroachments into the setback shall be highly articulated both vertically and horizontally so as not to create a mass that crowds or overwhelms the walkway.
  - b. Harbor Scenic Drive frontage. The Harbor Scenic Drive frontage setbacks shall be set through Site Plan Review. Such review shall require ample setbacks for significant landscaping and to create an attractive entry.
4. Special design features.
  - a. Parking structure(s). Any parking structure(s) shall be designed so as not to dominate the site and to be in a pleasing and harmonious relationship to the hotel buildings.
  - b. Site coverage. Site coverage shall not exceed thirty-five percent of the buildable site area contiguous to the buildings.

Parking areas, tennis courts, and areas less than one hundred feet in width shall not be included in the calculation of site coverage.

E. Parking

Not less than as specified in the General Standards.

F. Landscaping

Landscaping shall be lush and tropical. Palm trees shall be planted in a variety of heights from three to fifty feet.

G. On and Off-site Improvements.

1. The developer shall provide all utilities and on-site roadways necessary to service project development (including the Harbor Scenic frontage road) located within the lease area to the satisfaction of the Executive Director of the Harbor Department and consistent with applicable agreement approved by the Board of Harbor Commissioners.
2. The developer shall provide for off-site traffic improvements as required in the General Standards.

**Subarea 3.** From the southern edge of the Queensway Hilton lease area to the northern edge of the Queen Mary lease area.

A. Permitted Uses.

1. Restaurant and/or open recreation.
2. Landside facilities related to and necessary or convenient to wharfs, floats and related structures to be used for embarking and disembarking of passengers on sightseeing excursion boats and water taxis or on transient yachts and other vessels, provided that passengers embarking at the site are hotel guests on the Queensway Bay or are returning on trips not originating in the area.
3. Helistop. A helistop may be provided to transport employees or visitors to and from Queensway Bay. The site may not be used as a heliport for transportation on trips not related to Queensway Bay as a destination. A helistop location shall not be allowed in this subarea as long as a similar facility is operational in another subarea of this Planned Development. This shall not limit emergency only use or facilities.



B. Access.

1. Vehicle. Panorama Drive.
2. Pedestrian. Continuous water's edge walkway not less than eight feet wide from north to south end of site.

C. Building Design.

1. Site location. Northeastern edge of site along pedestrian walkway.
2. Height. Not to exceed forty-five feet, including all rooftop parapets, stair, elevator, and equipment penthouses.
3. Site coverage. Thirty-five percent as defined in Subarea 2.D.4.b.
4. Floor area ratio. One.
5. Setbacks. Ten feet from edge of walkway. No projections shall be allowed into the setbacks except those permitted in Section 21.18.130.

D. Parking.

1. Number. See General Standards.
2. Parking structures. No freestanding parking structures. Any structure must be integral with the building.

E. Landscaping.

Landscaping shall reflect design theme and transition from Subareas 2 and 4.

**Subarea 4.** This subarea is the property presently leased by Wrather Port Properties, Ltd. and current development includes the Queen Mary, Museum, the Shopping Village and parking.

A. Permitted Uses.

1. Entertainment attractions and display uses (permanent and semi-permanent displays, corporate suites and business showcase exhibits are permitted as uses).
2. Hotel. Up to seven hundred and fifty guest rooms (including those on the Queen Mary) are permitted. Display and meeting room facilities are permitted.

3. Retail and eating establishments. This also includes uses for entertainment, such as cabaret, live and Movie Theater uses. It is intended that the mix of uses, the nature of uses, and the extent of uses will be such that the retail use will have a tourist, specialty or festival market function and not a comparison or convenience shopping function.
4. Commercial office. Up to nine hundred thousand square feet of office use space GUFA consistent with Tidelands Trust restrictions is permitted. The office space shall be developed in three phases as follows:
  - a. Phase I: A maximum of four hundred thousand square feet of office space GUFA.
  - b. Phase II: A maximum of two hundred thousand square feet of office space GUFA (plus any part of the office space permitted in Phase I, and not previously constructed). Phase II construction permits shall not be issued unless previously, alternately (see d), or concurrently construction permits are or have been issued for the “waterside promenade”, a hotel addition of not less than two hundred and fifty guest rooms and at least one hundred and twenty-five thousand square feet GFA of additional visitor serving uses. (For purposes of calculating the one hundred and twenty-five thousand square feet of additional visitor serving uses, up to fifty thousand square feet of visitor serving uses GFA may be within the Queen Mary.)
  - c. Phase III: A maximum of three hundred thousand square feet of office space GUFA. Phase III construction permits shall not be issued unless:
    - 1) All of the construction described in Phases I and II is complete;
    - 2) Construction of one hundred and twenty-five thousand square feet GFA of additional visitor serving uses; and the visitor serving uses fronting on the “waterside promenade” are complete.
  - d. Alternating construction. Within each phase alternating construction of segments of the Phase’s office uses and the Phase’s visitor serving uses shall be permitted as long as segments of visitor serving and office uses, proportionate to the total amounts of each use required for the Phase, are being constructed; and as long as full build-out of office uses

in each Phase does not precede full build-out of visitor serving uses in that Phase.

- e. Exemption for integrated use office space. The maximum office space square footage limitation in any individual Phase shall not apply to office space which is related to and physically integrated with display areas for consumer products or products of general public interest. However, any such area shall not be exempt from the total maximum of nine hundred thousand square feet of office space GUFA.
  - f. Carryover of visitor serving uses. Any visitor serving uses constructed, as part of Phase II in excess of one hundred and twenty-five thousand GFA shall be considered visitor-serving uses which are applicable for purposes of satisfying the visitor serving use requirements of Phase III.
  - g. Removal of existing visitor serving uses. The visitor serving use requirements for Phases II and III shall not be increased by reason of the elimination of any visitor serving uses in existence on the date of the enactment of this ordinance.
  - h. Visitor serving uses. Visitor serving uses shall be attractions, retail, restaurants, display and entertainment uses.
  - i. Attractions. Attraction uses shall be tours, amusement rides, concerts, fireworks, museums, boxing, wrestling matches and the like.
- 5. Shuttle boats. A shuttle boat landing dock and related facilities may be provided.
  - 6. Helistop. A helistop may be provided to transport employees or visitors to and from Queensway Bay. The site may not be used as a heliport for transportation on trips not related to Queensway Bay as a destination. A helistop location shall not be allowed in this subarea as long as a similar facility is operational in another subarea of this Planned Development. This shall not limit emergency only use or facilities.
  - 7. Water taxi stop. Space shall be reserved for a water taxi stop. Designation of the water taxi stop location shall be shown on all development plans.
  - 8. Cruise Terminals and Related Uses. Landside facilities related to and necessary or convenient to wharfs, floats, and related structures, to be used for embarking and disembarking of

passengers on sightseeing excursion boats and water taxis or on cruise lines. One facility may be used for embarking and disembarking passengers on cruise lines.

B. Access.

1. Vehicular. As noted in General Standards. Service access shall be grade separated where feasible.
2. Pedestrian access shall be provided at all water edges as noted in the General Standards. A “waterside promenade” shall be developed from the northwest corner of the site to the stern of the Queen Mary. The “waterside promenade” shall be a minimum of thirty-five feet wide from the northern edge of the promenade to the nearest buildings, with not less than an average of twenty-five feet to remain clear of any permanent outdoor obstructions. Outdoor activities such as outdoor dining, vendors’ carts and other outdoor uses shall be planned into the “waterside promenade” design. A pedestrian walkway continuing along the water’s edge from the “waterside promenade” to the southern end of the subarea shall also be provided with a width of not less than ten feet.

C. Building Design.

Building design shall capture a bright and festive ambiance consistent with a waterfront attraction. The following standards are based upon and descriptive of the illustrative site plan attached hereto.

1. Site location. Building siting shall be organized around the following conceptual design framework:
  - a. Queen’s Highway shall be the major vehicle entrance to the site, and shall be treated as a grand boulevard in the site.
  - b. The area southwest of Queen’s Highway shall be devoted to office, exhibition, and major parking uses. Office use structures shall be located to screen Queen’s Highway from the parking uses.
  - c. The area northeast of Queen’s Highway shall become a pedestrian precinct organized around the “waterside promenade” along the waterfront from the northwestern edge of the site to the stern of the Queen Mary. Active pedestrian uses shall be oriented toward this pedestrian way on the pedestrian level of all structures along them from the furthest northerly structures to the pedestrian gateway structure. Southerly of this structure the pedestrian way may be raised from the grade to connect to the amphitheater at

the stern of the Queen Mary and may be void of active pedestrian oriented uses provided the walkway is attractive and inviting. Active pedestrian uses include retail, festival market, restaurant, display, attraction and hotel lobby uses. Office uses are permitted in the northwesterly corner of this precinct, but shall not exceed one hundred thousand square feet in total gross usable floor area.

- d. Building shall be sited to maximize symbolic views from roadways and pedestrian ways, including a dramatic vehicle entrance view. The pedestrian way shall enjoy views of the Queen Mary, open water and the downtown skyline.

2. Height.

- a. Southwest of Queen's Highway – Up to two hundred feet above grade except one office building may be up to two hundred and sixty-five feet in height if located northwest of the bow of the Queen Mary past a line drawn from the bow of the Queen Mary and perpendicular to Queen's Highway. These heights are maximums and shall only be allowed provided placement and design of the buildings create an attractive composition with the Queen Mary. Only two major office buildings at maximum heights shall be allowed and the remainder of the nine hundred thousand square feet of office space shall be located in low-rise buildings not more than seventy-five feet height in a linear configuration between the two office towers.
- b. Northeast of Queen's Highway.
  - (1) Retail use structures. Retail use structures fronting on the "waterside promenade" shall not exceed three stories or fifty-five feet in height measured to the top of roof parapets.
  - (2) Office use structures. One office use structure (located on the northwesterly terminus of the Promenade) up to one hundred feet in height, provided that ground floor uses are active and attractive to visitors.
  - (3) Hotel use structure. A hotel (located generally perpendicular to the Queen Mary in the vicinity of the bridge) may be eighty feet in height above grade at the landward edge of the "waterside promenade" (grade being the top of the rock embankment). The

“waterside promenade” shall be not less than thirty-five feet wide adjoining the hotel.

Additional height may be permitted stepping up with a receding distance from the Queen Mary provided that no portion of the hotel shall be less than one hundred feet away from the water’s edge dike and exceed one hundred and twenty feet. The maximum hotel height shall not exceed two hundred and fifty feet in height above grade and the maximum height shall only occur in the segment of the structure nearest Queen’s Highway. The color, materials, and mass of the hotel shall be compatible and non-competitive with the Queen Mary so that the character of the Queen Mary as a striking and distinctive landmark, when viewed from the Downtown Shoreline, is not diminished. The hotel shall be detailed, shaped, and located so as to become a third major element in coherent skyline composition with the Queen Mary. Building lines and massing should emphasize vertical lines, the highest segment of the building and building separation from the Queen Mary.

- (4) A pedestrian gateway structure adjacent to the Queen Mary may be one hundred and twenty feet in height above grade (grade being the top of the rock embankment), provided that it does not obscure views of upper portions of the Queen Mary from Queen’s Highway. The massing and materials used for this structure shall be such as to give it a light, almost transparent character so as not to compete with the strong architectural statements of the Queen Mary.
- c Parapets, elevators, stairway towers and rooftop equipment penthouses shall be included within the specified heights unless otherwise noted. Flag poles and theme roof treatments, including barrel vaulted arches, may exceed height limits along the pedestrian ways, subject to the site plan review.
- 3. Setbacks. The applicant shall establish a series of coherently coordinated spatial relationships between buildings and access routes as follows:
  - a. Queen’s Highway shall have a right-of-way width of not less than one hundred and eight feet. All buildings along

Queen's Highway shall be set back twenty feet from the edge of the right-of-way.

- b. Buildings above three stories in height shall be attractively spaced from each other and shall be located to maintain views.
- c. Buildings shall be set back not less than forty feet from freestanding parking structures. A landscaped area not less than ten feet in width shall be provided along each garage or building in this setback, except for necessary pedestrian access areas into the garage. If parking structures are attached or integrated with buildings, their design shall be harmonious with that of the building.

4. Special design features.

- a. New buildings shall be sited and designed so as to create an interplay between open areas and the building that shall reinforce pedestrian flow and street scale and provide a unique and intriguing walking environment. A variety of intimate and grand scale spaces are encouraged. An attractive pedestrian environment shall be created between parking and attraction uses. All buildings shall contain fine grain detailing utilized to reduce building mass and to relate to the intricacies of the Queen Mary's profile.
- b. The office buildings shall be visually distinguishable from adjacent parking structures by height, color, material and/or line if not attached.
- c. The parking structures shall be designed, treated, finished and landscaped so as to be visually attractive. It is intended that such structures be compatible both with the offices and the ambiance of the attraction uses. Due to their significant size, all parking structures must be carefully sensitively designed.
- d. A comprehensive graphics and signage plan shall be developed for the area, to the satisfaction of the Director of Planning and Building, before any new buildings identified in this plan are occupied.

D. Parking

- 1. Number of spaces. Attraction parking shall be two thousand, seven hundred spaces. This is based on prevailing attendance levels and may be reduced or increased by the Director of Planning and

Building during Site Plan Review if attendance varies significantly. All other uses shall contain the number of parking spaces designated in the General Standards.

2. Parking structures. As noted in the General Standards.

E. Landscaping.

The subarea shall be attractively landscaped. The landscape concept shall be consistently applied throughout the development of the subarea. An overall landscape theme shall be submitted with the first phase of development approval. Conceptual landscape plans implementing that theme shall be submitted with each development phase. Consideration of xerophytic (drought tolerant) plant material is recommended.

F. On and Off-site Improvements.

1. The developer shall provide all utility and roadway improvements on or contiguous to the site necessary to service project development to the satisfaction of the Executive Director of the Harbor Department. This shall include widening, restriping and signalization to intersection of Panorama Drive and Queen's Way. Widening of Panorama Drive so as to require reconstruction of the Harbor Scenic Drive Bridge shall not be the responsibility of this developer if the widening is necessary to increase through traffic from the harbor. If such widening is necessary to maintain current through traffic from the harbor with the new traffic accessing this subarea, then this developer shall be responsible for the full widening.
2. Off-site improvements – Same as in the General Standards

**Subarea 5.**

A. Permitted Uses.

1. Open, outdoor recreation, especially fishing.
2. Access facilities to oil islands
3. Cruise terminal berthing facilities

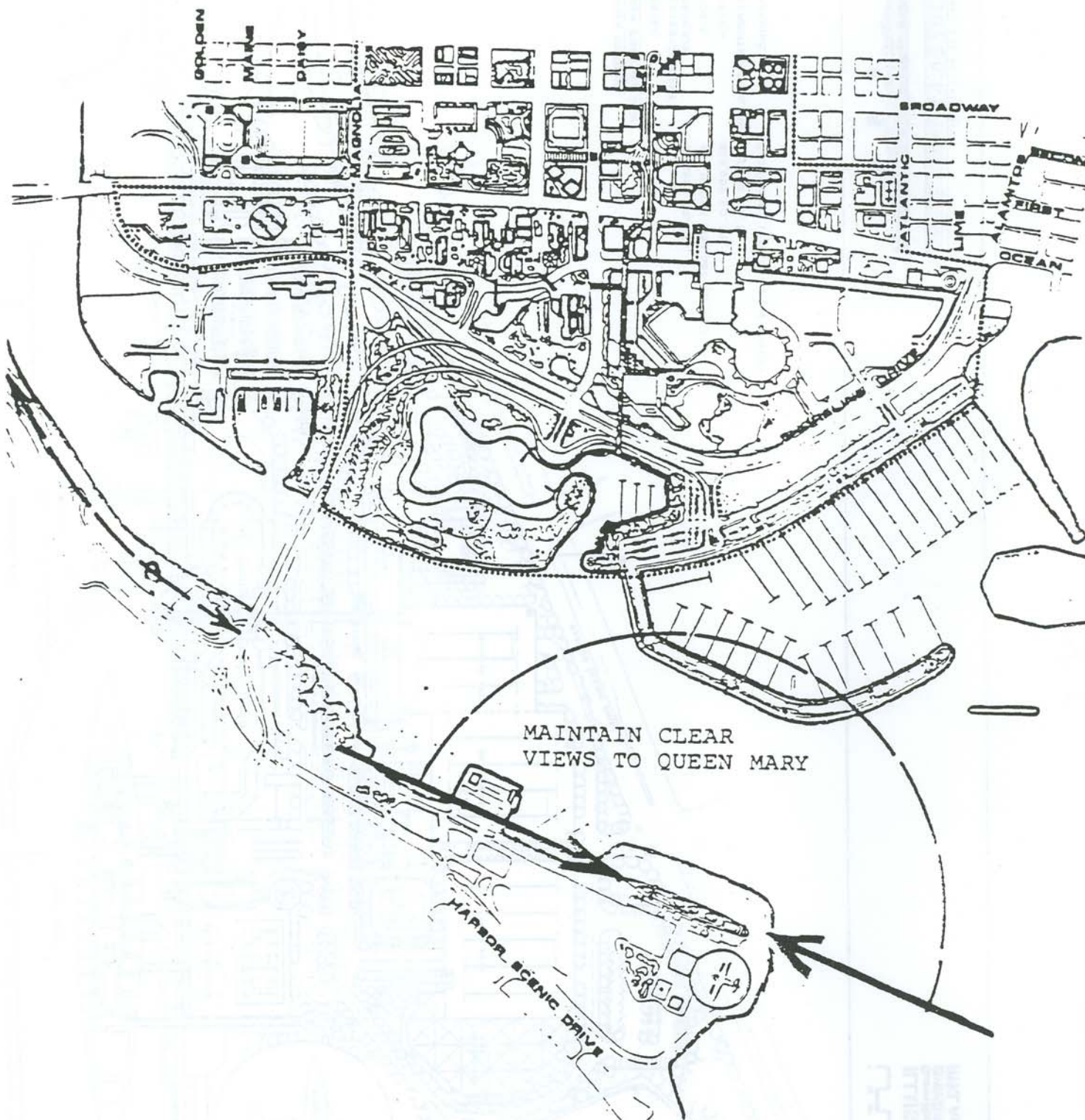
The Planning Bureau provides this information for reference and the convenience to the public. The adopted ordinance, together with any amendment thereto, is in the possession of the City Clerk and should be reviewed and considered prior to making any land use decision. Information contained herein is subject to change without notice as a result of updates, corrections or amendments.



Parking Angle	Space Width	Stall Depth	One Way Aisle	Bay Width	
				One Way Aisle	Two Way
30	8' 0"	12	23	37	45
	9' 0"	16	28	43	51
35	8' 0"	14	25	39	47
	9' 0"	18	29	45	54
40	8' 0"	15	26	41	49
	9' 0"	19	30	47	56
45	8' 0"	16	27	43	51
	9' 0"	20	31	49	57
50	8' 0"	17	29	45	51
	9' 0"	21	32	51	58
55	8' 0"	17	30	47	52
	9' 0"	21	34	53	59
60	8' 0"	17	31	48	52
	9' 0"	21	36	54' 6"	60
65	8' 0"	17	33	50	52
	9' 0"	20	37	56	60
70	8' 0"	17	33	50	52
	9' 0"	21	38	57' 6"	61
75	8' 0"	17	34	50	52
	9' 0"	20	40	59	61
80	8' 0"	17	34	50	52
	9' 0"	20	41	60	62
85	8' 0"	16	35	50	51
	9' 0"	19	42	61	62
90	8' 0"	15	35	50	51
	9' 0"	19	43	61	62



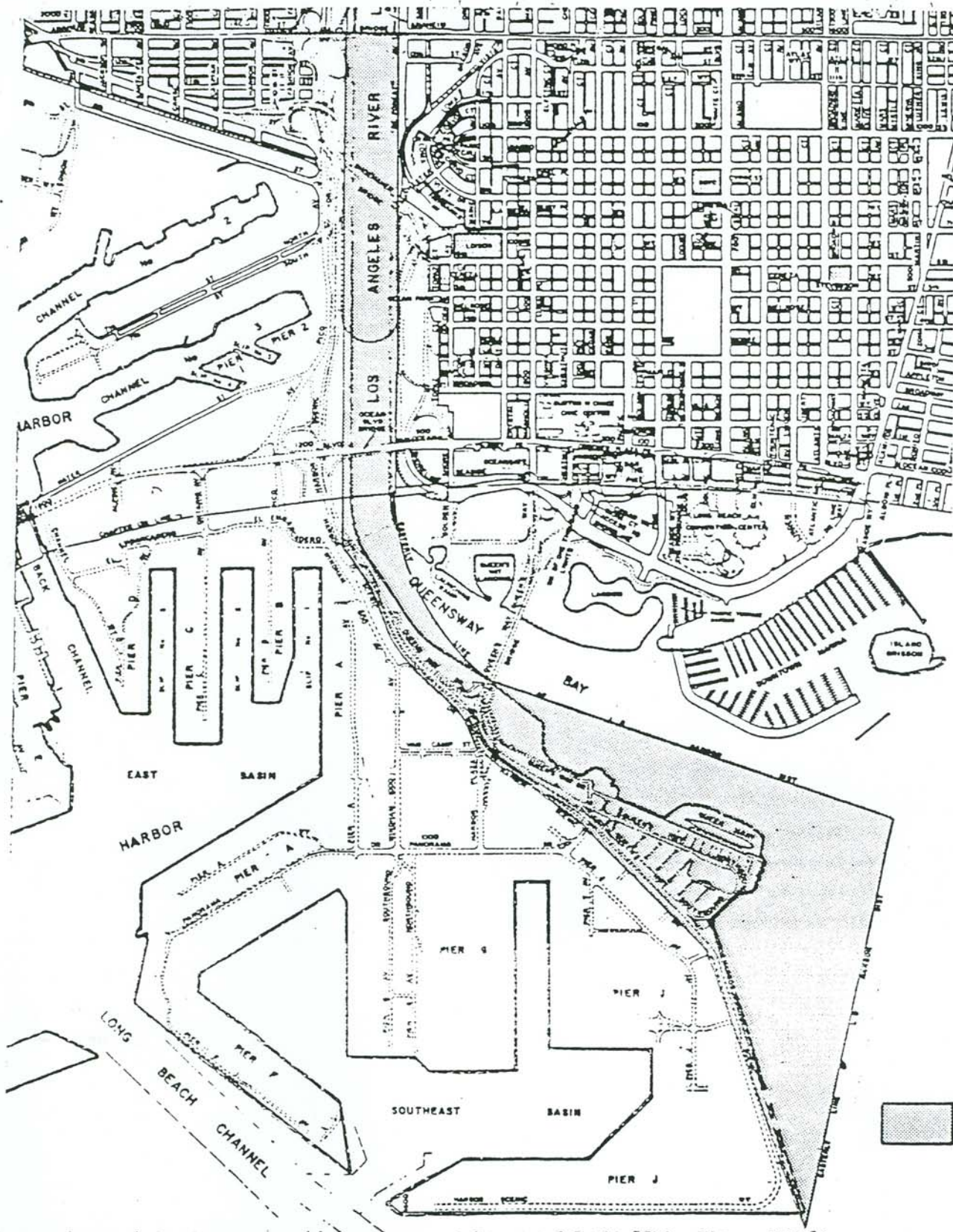
MAP OF VIEW PROTECTION AREAS











SLS 2-6-87

# **PROPOSED** AMENDMENT TO A PORTION OF PART(S) 3 AND 9 OF THE USE DISTRICT MAP

REZONING CASE

RZ-457-86